



FLIGHT LOG



GOVERNOR JAMES E. MCGREEVEY



COMMISSIONER JACK LETTIERE

SPRING 2004, No. 1

Governor's Review Commission to Make Recommendations

Governor McGreevey was getting ready to designate the members of a new General Aviation Review Commission as this publication went to press.

Citing the ongoing loss of general aviation community airports as the single biggest threat to the state's aviation transportation system in Executive Order 78 (see page 4), the Governor says he expects the Commission's recommendations in one year. Before then, the Commission will seek input from all interested parties to establish its own guidelines for maintaining safe, effective, community-friendly public-use airports for New Jersey citizens.

The Commission's three primary objectives are outlined in the Executive Order:

- Inventory the state's existing facilities and identify the ways each serves its location and its users.
- Look for ways to preserve the airports we have now, including but also going beyond the state's buying either the airports or the airport-development rights.
- Make specific recommendations on preserving and improving our airports, consistent with Fix-It-First and Smart Growth.

The 17-member body will include representatives from the Departments of Transportation, Environmental Protection and Community Affairs, Treasury, and the State Planning **(Continued on page 4)**

State Saves South Jersey Regional

The State of New Jersey has purchased the South Jersey Regional Airport (VAY) in Lumberton, Burlington County, for \$8.2 million supplied by the New Jersey Transportation Trust Fund, ensuring a place for the more than 225 general aviation aircraft now based there.

"By purchasing development rights or buying airports outright, Governor McGreevey is taking concrete steps to ensure the state has adequate aviation infrastructure," AOPA president Phil Boyer said in his news release.

"Preserving, protecting and maintaining those airports is every bit as important as maintaining the state's roads and harbors," he said.

The prior owners of the airport had been trying for more

than a decade to make the facility profitable. The financial terms of the South Jersey deal highlight the precarious position of many of the state's privately owned airports and underscore the importance of state efforts now under way to save them.

South Jersey Regional joins four other airports recently preserved through state and local initiatives, a result of the state's determination to maintain its core aviation infrastructure. The others are Central Jersey Regional Airport in Somerset County; Lincoln Park Airport in Morris County; Greenwood Lake Airport in Passaic County and Trinca Airport in Sussex County.

Those efforts are the focus of Governor McGreevey's **(Continued on page 3)**



Governor James E. McGreevey's

Executive Order No. 78

FULL TEXT ON PAGE 4



In this issue

AOPA Honors Pilot
PAGE 2

From the Commissioner
PAGE 2

Airport Alert
PAGE 3

The 99s
PAGE 5

AOPA Honors Pilot For Saving Central Jersey Regional Airport



Mr. Martin Christie (left), and AOPA President Mr. Phil Boyer, (right) at the AOPA Expo 2003.

President Phil Boyer of the Aircraft Owners and Pilots Association (AOPA) has awarded the organization's prestigious Laurence P. Sharples Award to a New Jersey pilot, Martin Christie, for his help in saving Central Jersey Regional Airport in Hillsborough, Somerset County.

Central Jersey Regional Airport was saved from sale and closure when the New Jersey Department of Transportation purchased development rights to the airport in March 2003, using money from the New Jersey Transportation Trust Fund.

New Jersey is the first state to preserve airports by purchasing their airport development rights. By this action, the seller agrees to use the land

as an airport forever. This process has spurred new federal legislation that allows states and other entities to use federal funds to purchase airport development rights.

The Laurence P. Sharples Award annually recognizes the private citizen who has shown the greatest, most selfless commitment to general aviation. An AOPA Airport Service Network volunteer and one of the founders of a group of airport users who worked to save Central Jersey Regional Airport, Christie helped organize airport users and supporters to educate the public about the airport's importance to the region.

By choosing Christie for the award, AOPA recognizes his contribution to the preservation of this airport and underscores its support for New Jersey's program of preserving key public-use, general-aviation airports by purchasing airport-development rights.

Central Jersey Regional Airport is home to over 150 aircraft and is recognized as one of the state's critical core airports. Governor McGreevey's Executive Orders number 43 and 78 promote the preservation and improvement of the state's core public use airports by purchasing development rights.



From Commissioner Jack Lettiere

Executive Order # 78 promotes airport preservation

I am pleased to announce that Governor James E. McGreevey signed Executive Order #78 (see page 4) to help us preserve and rehabilitate our core system of public use, general aviation community airports.

The Governor also created a General Aviation Review Commission that will evaluate our airport system, consider ways to preserve the system and develop strategies that support his Fix-It-First and Smart Growth initiatives. The new Commission members were not named by press time for this publication. I look forward to their recommendations.

An efficient, well-maintained, integrated transportation system is essential to preserve our quality of life and to sustain a strong, diversified economy. General aviation community airports are critical to our state's transportation infrastructure and economic health. Aviation-related activities generate \$4.6 billion and 70,000 jobs.

Governor McGreevey's order addresses the problem of a 50-year steady and dramatic decline in the number of New Jersey public-use airports. The state's last new public-use airport was built in 1983. Since then, 13 public-use airports have closed, usually transformed into sprawl-inducing development projects.

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Airport Security Steps Put Everyone on Alert

Although flying itself gets safer thanks to continuous improvements in technology and training, everyone involved with airports faces growing concerns about criminal acts and threats of terrorism.

Airport security measures have been mandated by the New Jersey Domestic Security Preparedness Task Force and suggested by the Airport Operators and Pilots Association (AOPA), the Aviation Security Advisory Committee of the U.S. Transportation Security Board and the National Association of State Aviation Officials.

Task Force mandates

New Jersey airport users must comply with the state's Domestic Security Preparedness Task Force Order issued March 23, 2003. These actions must be taken:

- All aircraft parked or stored at an aeronautical facility for more than 24 hours must use a two-lock security system that secures or disables the aircraft to prevent unauthorized operation.
- Prominent signs must show telephone numbers or radio contact information for the facility owner or operator, police and other emergency

responders, the New Jersey State Police, NJDOT Division of Aeronautics, the Federal Aviation Administration, the TSA and the National Transportation Safety Board.

More New Jersey security information is available online at www.njcommuter.com and www.njhomelandsecurity.com.

Airport Watch

AOPA's Airport Watch program is modeled on the successful Neighborhood Watches in residential areas. It counsels common sense, no-cost steps airport users can take to raise overall security. They include the following actions:

- Secure and lock unattended aircraft, hangars and airport buildings.
- Carefully control access to airport and aircraft keys.
- Partner with local law enforcement and public safety officials.
- Be alert for suspicious aircraft or cargoes, or unusual activities, objects or persons and be prepared to report them.
- Carry valid photo ID.
- Get to know your fellow airport users. Be alert for people you don't know, especially in aircraft

operations or parking areas.

- Know whom to contact if something doesn't seem right. Know or carry emergency contact numbers.

For more information on AOPA's Airport Watch program, visit www.aopa.org.

Other Reports

Airport management and fixed-base operators should also read the general aviation security reports of the Aviation Security Advisory Committee of the United States Transportation Security Board and the National Association of State Aviation Officials.

Available on the Internet, the report makes a variety of specific recommendations developed with input from law enforcement and industry user groups, including AOPA, the National Business Aviation Association, the General Aviation Manufacturers Association, the Experimental Aircraft Association, the National Air Transportation Association, American Association of Airport Executives and the United States Parachute Association. Both reports are at www.nassao.org under Reports/Surveys.



New Jersey Aviation Education Council and Guests at Mercer County Community College

NJAEC and guests pose for a photo following their meeting earlier this year. They are: LTC William Marren, PA CAP, John Kaiser, James Healy, Bruce Berner, Charlotte Rose Helge, Chris Dorey, Stanley Troyano, Barbara Para, Harry Appleheimer, Jerry Iacona, Mary Lou Dordan, Elizabeth Conk, Steve Riethof, Tom Flieger, Ray Bertles, Saundra Rogers, Bill Dade and Diana Dade.

State Saves South Jersey Regional

(Continued from page 1)

Executive Orders 43 and 78 that encourage the state to buy vulnerable airports outright or purchase development rights (owners retain title to a facility but agree to run it as an airport). Funds to cover the purchases come from state and local sources, including the New Jersey Transportation Trust Fund. New federal legislation also makes funds available for airport preservation across the country.

Executive Order No. 78

Below is Governor James E. McGreevey's Executive Order No. 78, Establishing the General Aviation Review Commission

WHEREAS, New Jersey has a diverse and active air transportation system, consisting of 3 commercial air carrier airports, 45 public use general aviation airports, 77 special and restricted use airports and 361 heliports; and

WHEREAS, the public use general aviation airports are a critical part of New Jersey's multimodal transportation and economic infrastructure, serving corporate, business, recreational and flight training activity; and

WHEREAS, New Jersey is home to over 15,000 FAA licensed aviators and 4,000 permanently based general aviation aircraft, 90% of which are based at 32 "core" general aviation airports in New Jersey; and

WHEREAS, the general aviation industry in New Jersey helps generate nearly \$4.6 billion in economic activity annually and provides the state's workforce with approximately 70,000 jobs related to all aspects of civil aviation; and

WHEREAS, New Jersey's general aviation transportation infrastructure is critical for the continued support and growth of New Jersey-based corporate headquarters and plays a key role in the retention and attraction of major businesses and industrial firms to the state; and

WHEREAS, New Jersey has seen a decline in the number of its public use general aviation airports in the past few decades, shrinking from 82 in 1950 to only 45 such facilities in 2003; and

WHEREAS, the most recent public use general aviation airport built in New Jersey was in 1983 and since then 13 such facilities have closed; and

WHEREAS, New Jersey's system of public use general aviation airports is unique in that more than half of these airports are privately owned, as opposed to publicly owned, and are thus particularly vulnerable to sale to developers, closure and conversion to more profitable non-aviation uses; and

WHEREAS, the continued long-term loss of public use general aviation airports is the biggest single threat to the future viability of New Jersey's overall aviation system; and

WHEREAS, New Jersey is committed to both arresting the decline of its existing general aviation airport infrastructure and preserving and rehabilitating its core airport system, consistent with the principles of "Fix-it-First" and "Smart Growth";

NOW, THEREFORE, I, JAMES E. MCGREEVEY, Governor of the State of New Jersey, by virtue of the authority vested in me by the Constitution and by the statutes of this State, do hereby ORDER and DIRECT:

1. There is hereby established a General Aviation Review Commission ("Commission") to examine and evaluate the current status and future prospects of New Jersey's general aviation airport system.

2. The Commission shall be within the Department of Transportation and consist of seventeen (17) members whom shall include the following:

a. Commissioner of the Department of Transportation, or his designee;

b. Commissioner of the Department of Environmental Protection, or his designee;

c. Commissioner of the Department of Community Affairs, or her designee;

d. State Treasurer, or his designee;

e. Director of the State Planning Commission, or his designee;

f. Twelve (12) public members, to be appointed by the Governor, nine (9) of whom shall include the following: a representative of the League of Municipalities, a member of the New Jersey Aviation Association, a licensed commercial pilot, a licensed recreational pilot, a regional transportation official, a person with knowledge of aviation security, an owner/manager of a general aviation airport, a flight school owner or faculty member, a person with expertise in land use matters. The remaining three (3) public members shall have a general interest and/or expertise in aviation matters.

3. The Governor shall appoint the Chair of the Commission from among its members. The Commission shall organize as soon as may be practicable after the appointment of its members. The members shall appoint a secretary, who need not be a member of the Commission.

4. It shall be the charge and duty of the Commission to accomplish the following:

a. Inventory the state's existing public use general aviation airport facilities and identify the role each facility plays vis-à-vis its location within the state and the demands of its users;

b. Consider solutions and alternatives for the preservation of the existing public use general aviation airports, including but not limited to the public acquisition of privately owned airports and/or the purchase of airport development rights; and

c. Develop recommendations and strategies for the preservation and rehabilitation of existing public use general aviation airports, consistent with the principles of "Fix-it-First" and "Smart Growth".

5. The Commission shall meet at the call of the Chair. The Commission is authorized to call to its assistance and avail itself of the resources of any State department, board, bureau, commission or agency, to carry out its responsibilities under this Order. Each department, board, bureau, commission or agency is hereby required to cooperate with the Commission and furnish it with such information, personnel and assistance as is necessary to accomplish the purpose of this Order.

6. The Commission shall issue a final report to the Governor containing its findings and recommendations, including any recommendations for legislation that it deems appropriate, not later than one year after the Commission organizes. The work of the Commission shall be concluded upon completion of the report to the Governor and shall be dissolved thirty days from the date of that report.

7. Members of the Commission shall serve without compensation and at the pleasure of the Governor.

8. This Order shall take effect immediately.

Aviation Review Commission (Continued from page 1)

Commission. Twelve other Commission members will come from a variety of aviation backgrounds, plus the League of Municipalities and several public members.

Over the last 50 years, New Jersey has lost almost half of its general-aviation airports. Fully 60 percent of New Jersey's public use airports are privately owned, making them vulnerable to

sale and conversion to non-aviation uses. Many have aging facilities; many are at or near full capacity. The last new public-use airport in New Jersey was built in 1983. Since then, 13 airports have closed.

In addition, a growing number of aircraft users find themselves unable to find suitable space at any airport let alone one that's

convenient to home and work.

The Commission is charged with providing recommendations to Governor McGreevey within one year. The Commission will seek input from all interested parties and provide the Governor with recommendations on how to provide safe, effective, and community-friendly public use airport infrastructure to New Jersey citizens.

Woman Pilots' Association Supports, Promotes Women In Aviation

The contributions of women pilots in New Jersey are not limited to those on display in the Aviation Hall of Fame and Museum at Teterboro Airport.

The North Jersey and Garden State chapters are continuing the activist tradition of the Ninety-Nines, Inc. (99s), the International Organization of Women Pilots. With the New York chapters, they are finalizing plans for their Diamond Anniversary Conference, according to Mary Sullivan of North Jersey who is handling public relations for the event.

"We want to make this conference memorable for all," said conference coordinator Barbara Harris-Para, chair of the Garden State Chapter. According to Harris-Para, highlights will be the "Women at the Top Breakfast" and the "Aviation Jamboree" at Millville Airport.

The 75th Anniversary International Conference of 99s will take place in Atlantic City July 6-11. Go to www.nynj99.org for details.

Besides fostering friendships, the 99s promote world fellowship through flight and networking, offer scholarships, educate communities about aviation and preserve the history of women pilots.

The North Jersey Chapter is the sponsor of Teterboro's history of women in aviation starting from Amelia Earhart, who was the first president of the 99s; to the Women's Airforce Service Pilots, the famous WASPS of World War II; to today's fighter pilots and airline captains.

Both New Jersey chapters sponsor Air Bears, a program that teaches schoolchildren about flying and geography; air mark local airports and

hold safety seminars; Pennies-a-Pound, short flights to demonstrate the fun and safety of community aviation; Poker

Runs, the Garden State 300 proficiency race and other local events.

Pilots and pilots in training who would find it convenient to attend meetings in the northern part of the state may contact Nancy Ahlers at njaerhead@hotmail.com for more information. In the southern part of the state they may contact Harris-Para at bhpara@att.net.

Both New Jersey chapters of the 99s welcome women who are pursuing a license in Future Women Pilots, or the 66s.

“ BESIDES FOSTERING FRIENDSHIPS, THE 99S PROMOTE WORLD FELLOWSHIP THROUGH FLIGHT AND NETWORKING, OFFER SCHOLARSHIPS, EDUCATE COMMUNITIES ABOUT AVIATION AND PRESERVE THE HISTORY OF WOMEN PILOTS. ”



Pilot Sue Ann Seccia, member of North Jersey Chapter of the 99s, takes flight across the Grand Canyon in a rented Cessna 172 (C-172) on a trip to Arizona.

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Mystery-Pix Can you guess which airport is pictured here? Answer in next issue.



Last Issue's Mystery-Pix

Our last Mystery-Pix was the former Cumulus Ridge Airport in Milford. This public use turf strip was unique because it was on the side of a ridge and had a double dog-leg!

This Issue

This regionally important airport was a particularly popular destination in the summer months (hint!!) It closed before the passage of the legislation allowing the State to preserve airports through the purchase of development rights.

The answer will be in the next Flight Log.

Got an interesting NJ aviation picture? Send it to the Division for publication here.